

COUNTRY Germany (Soviet Zone)

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TOPIC Peenemuende Airfield

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 PREPARED 18 March 1952

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS Negatives Forwarded to Washington

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1. About early June 1949, the Bau Union Firm in Heringsdorf was ordered to recondition the former German Army billets in Karlshagen for the Russians. New low wooden buildings were also scheduled for construction and the destroyed airfield in Peenemuende was to be rebuilt. In June 1949, 900 workers were employed on this project. By October 1949, Peenemuende airfield was leveled, rolled and sown with grass. An east-west and a southeast-northwest concrete runway, each 2,000 x 80 meters were completed. (1) In November 1949, three temporary quarters each 30 x 11 meters, were set up at the southern edge of the installation. Between December 1949 and May 1950 a 15-kilovolt cable was laid from the Peenemuende power station to the airfield via Mueckenhof. The east-west runway was provided with lights; lights were also installed along the taxiway on the south side of the field. The airfield lights were operated from a tower west of the transformer station. It was planned to recondition the airfield drainage system, but no orders to this effect were given. Only a 500-meter stretch of the drainage ditch between Lake Koelpin and the hydraulic station at Schanze was reconditioned. This work was to cause a lowering of the ground water level of the lake and also of the airfield. However, the measure proved to be a failure, for in rainy weather the southern portion of the field is flooded by water 10 to 15 cm deep. However, the runways have always remained dry to date. The destroyed hangars at the field were not reconstructed.
2. In Karlshagen, the utilities building containing ration storage rooms, workshops, baths, a heating plant with seven boilers, two large kitchens, messhalls, club rooms and about 80 rooms for officers in the upper story was reconditioned. The garages were also repaired, and new ones were built. The garages at present available have a capacity of 100 to 120 vehicles. Nine low wooden buildings, each 65 x 15 meters, were built on existing foundations. Six houses on Peene-strasse, Waldstrasse and Bluecherstrasse were renovated. Ninety families who had lived in these houses since 1945 were evacuated. In the fall of 1950, an overhead power line was erected from the Mueckenhof camp to the fuel dump east of it. The contents of railroad tank cars are transferred into the tanks of the fuel dump by means of electric pumps. The Karlshagen camp is also provided with electric light.
3. In late October 1949 an unidentified Soviet Air Force unit arrived in Karlshagen. (2) The unit was under the command of a colonel. The commanding officer of the flight unit was Major Smolin (fnu); the commanding officer of the ground personnel unit was Major Dyakov (fnu). The signal unit under the command of

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Major Krymovski (fnu) was quartered in Mueckenhof. In early January 1951, the units commanded by Smolin, Dyakov and Krymovski moved to Wittstock. (3) A rear detail with 20 swept-back jet fighters remained in Peenemuende under the command of Major Shenkovich. About 20 November 1951, this rear detail moved to Puetnitz-Dangarten. (4) On 16 February 1952, the airfield was unoccupied and was guarded by a detail of 20 men commanded by Navy Captain Markelov (fnu) detached by Navy [redacted] stationed in Garz. [redacted] supplied the ground detail travelling between Garz and Karlshagen. A detail of 20 German workers, the so-called Kech brigade, was charged with the maintenance of the camp including its technical installations. Captain Markelov had given orders that all the quarters were to be reconditioned quickly since many navy personnel was scheduled to arrive in Karlshagen in early April 1952. [redacted] flying personnel or naval personnel would move to the installation. [redacted]

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4. Prior to 16 February 1952, [redacted] occupied by field grade officers and civilians arrived almost daily from Garz at Peenemuende airfield. On 12 or 13 February, two Soviet VP Kommissars were observed in Karlshagen.
5. In the summer of 1951, only two fuel tanks each with a capacity of about 24.3 cubic meters were available in the fuel dump northeast of Mueckenhof. Two other tanks of the same capacity were to be installed by 16 February 1952. These tanks were already laying in front of the excavations dug for them. A ditch for 4 to 6 new tanks was completed 500 to 600 meters north of the spur track on 16 February 1952. Between 13 and 15 February, 10 new fuel tanks which, according to a bill of lading came from the U.S.S.R. arrived in Wolgast. Each of these tanks had a capacity of 24.3 cubic meters.
6. According to the Soviet guard detail at Peenemuende airfield, the new Soviet unit was expected to arrive only after the Wolgast railroad ferry had resumed operation.
7. Between 22 and 28 February, about 60 officers and 100 navy personnel coming from the direction of Swinemuende arrived by truck in Peenemuende-Karlshagen. Five conventional aircraft of an unidentified type arrived at the airfield. The commanding officer of the supply unit was Senior Lieutenant Korshinovski (fnu); the commanding officer of the ground personnel was Lieutenant Colonel Andreyev (fnu), while the senior technical officer at the airfield was Captain Sizov (fnu). [redacted]

Comments.

- (1) For sketch of the field, see Annex.
- (2) At the time stated, two fighter regiments moved from Doeberitz to Peenemuende.
- (3) In mid-January 1951, a fighter regiment which was believed to have come from Peenemuende was observed in Wittstock.
- (4) This information is confirmed. However, it is surprising that the fighter regiment should have been equipped with only 20 MiG-15s. It was previously believed that the regiment concerned was equipped with 30 to 35 aircraft.
- (5) According to the report, Peenemuende airfield has been evacuated by the Twenty-Fourth Air Army and probably turned over to the naval air army. The report does not contain information on the type of the air unit to be stationed there.

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Legend:

1. Airfield with runways.
- 1a Hydraulic station, not in operation.
2. Transformer station.
- 2a Control tower.
3. Pump station for drinking water.
4. Low wooden buildings.
5. Wash rooms.
6. Fuel dump.
7. Mueckenhof camp.
8. Fuel dump.
9. Transformer station.
10. Chapel and cemetery.
11. Peenemuende power station.
12. Buildings occupied by German Sea Police.
- 12a Harbor.
13. Peenemuende.
14. Destroyed oxygen plant.
15. Pilot's station (sea pilot)
16. Schanze hydraulic station, not in operation.
17. Koch bakery used as storage place.
18. "Brandenburger Tor" - (object not further identified)
- 18a Switchboard.
19. Karlshagen settlement.
20. Quarters.
21. Customs houses.
22. Karlshagen.
23. Utility buildings.
24. Carages.
25. Water purification plant.
26. Fishermen's Cooperative at Karlshagen.
27. Harbor.
- 28 through 31. Landing places with ramps.

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